CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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Description of the Ship

4. The ship was built [redacted] as an auxiliary aircraft carrier, which could serve also as a grain carrier. A few ships of this class were built and called MAC ships (merchant aircraft carriers). As the decks had no hatchways, cargo charging and discharging was carried out by means of grain elevator pipes through side chambers [redacted] 25X1 25X1

5. [redacted] 25X1

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blower of the main engine at a standstill and in consequence her recent speed has been only 6½ knots. The damaged air blower must be exchanged; a new one was delivered aboard [redacted] In general the engine room is in a very neglected state. After conversion in 1950 the two original oil-fired boilers remained, the starboard boiler being additionally fired with the exhaust gas of the main engine. The boilers are necessary for producing steam for driving a number of auxiliary equipment required both at sea and in port. In 1953 some part of this equipment was exchanged [redacted] for electrically driven tackle (four cranes, a feed pump for crude oil, a pump for general use, and a pump for cooling the condensing plant), but still many steam-driven gears remain. 25X1 25X1

14. The boilers were in very poor condition, which, in view of the requirements [redacted] 25X1
[redacted] compels the owners to come to the inevitable decision of scrapping the boilers and installing electric boilers. This will give rise to the necessity of increasing the number of motor generators. They may postpone this decision for one voyage at the most, but it is doubtful if in her present condition she will make it without serious trouble. 25X1

15. The following auxiliary gears and tackle are steam-driven at the moment:

a. On deck: Anchor windlass, two cargo winches at the rear of Hold No. 2, poop-deck windlass for maneuvering, ship's whistle, fire extinguisher in holds, heating of hot-water tanks.

b. In the Engine Room: 1 current generator, ballast pump, 2 compressor pumps, driving gear (obracarka) of the main engine; also gear for servicing boilers and condensation of feed water, which will be removed in the course of electrification of the ship.

From the above it can be seen that both the ship's construction and propulsion are "combined" and produce an unsatisfactory state of affairs.

16. The present owner has to face two problems:

a. The complete electrification and repair of the engine and gears, to be decided almost immediately, at a cost of £35,000 to £40,000, and to be done within six weeks.

b. In view of the approaching classification, removal of the defects of the hull.

17. Summing up the results of the survey, the ship is not worth buying for Polish purposes as her condition would not assure adequate service. Four years of service after conversion have already produced troubles which will continue to increase unless her construction is strengthened. This will be a great expense and practically not worth while. [redacted] it would be necessary to remove the bridge and engine shaft superstructures in order to change the weak plates on the decks in the center of the ship; probably also the beams and knees joining them to the frames; in addition, to strengthen the belts of side plating along the decks and to change the size and type of hatch coamings. 25X1

18. In view of the fact that the original hull of the aircraft carrier was built under the supervision [redacted] and that the plan of her conversion in 1950 was also approved by them, the ship has been classed +100 A 1. This classification, however, is one of those rare instances of an accumulation of circumstances, the main error being the approval of the unsatisfactory conversion plan in 1950. 25X1

[redacted] 25X1

Technical Description of the Ship in Her Present Condition

19. The ship has two decks, the upper deck complete, the lower as a 'tween-decks, not water-tight, with openings to the holds below. She has seven cargo holds, seven hatches, the 'tween-decks divided into four compartments.

Length between perpendiculars			425'0"
Breadth overall	58'0"	Breadth moulded	57'9"
Depth moulded to upper deck			38'1"
Draught to summer mark in salt water			27'2½"
Height of freeboard			11'0 3/4"
Draught without load			9'0¼"
Displacement tonnage			4,160 tons
Gross tonnage			7,489.93 GRT
Net tonnage			4,421 NRT
Deadweight when down to summer mark			10,103 tons

20. The original construction of the hull was riveted but after conversion riveting was combined with welding on the main deck; there are many welded patches. The construction of the main deck beams in the rear holds is also combined, some transverse, some longitudinal and transverse.

21. The main deck, stretching along the whole length of the ship, is without bulwarks, and does not rise at the forward end. There is no timber flooring. The hatchways of holds Nos. 1 and 2 are between the forecastle and the navigating bridge superstructure; those of holds Nos. 3 and 4 between the bridge and engine superstructures; and behind the latter are the hatchways of holds Nos. 5, 6 and 7.

a. Cubic capacity of the holds:

	Grain	Bales
Hold No. 1	42,378	37,980 cu.ft.
2	101,963	94,826
3	78,499	73,056
4	38,614	35,108
5 (or deep tank)	42,589	39,265
6	71,413	66,025
7	41,165	36,580
Total	416,621	383,440 cu.ft.

b. Cubic capacity of the 'tween-decks:

	Grain	Bales
From forecastle to engine room 'tween-decks No. 1	17,820	16,420
From forecastle to engine room 'tween-decks No. 2	26,116	23,756
From forecastle to engine room 'tween-decks No. 3	31,482	29,002
From engine room to poop 'tween-decks No. 4	67,567	61,538
Total	142,985	130,716 cu.ft.
Total capacity of holds and 'tween-decks	573,103	526,252 cu.ft.

c. Floors in holds without timbering. Dunnage along the boards (40% missing).

d. Ballast tanks

Forepeak	94 tons
Tank No. 1	94
After peak	204
Hold No. 5, deep tank	1,297
Tanks at sides of shaft in hold No. 7	220
Total	3,079 tons

Crude oil tanks

Tank No. 2	270 tons
Tank No. 3	419
Tanks No. 4 (right and left)	128
Tank No. 6	334
Fuel drums in engine room	24
	1,175 tons

Lubricating oil tanks (port and starboard) in the double bottom total 22 tons.

Fresh water tanks at the sides of the shaft in hold No. 7	103 tons
Tank No. 5 in the double bottom	48
Total	151

e. Dimensions of hatchways on the main deck and tackle

Hold No. 1. 24'9" by 20'; 2 booms (derricks) 5t., 2 AEG electric winches 2½t.

Hold No. 2. 30'2" by 23'; 4 booms 5t., 2 Clarke Chapman electric winches 3t., 2 steam winches (2 booms dismantled and stored).

Hold No. 3. 25'10" by 23'; 2 booms 5t., 2 Clarke Chapman electric winches 3t.

Hold No. 4. 10'4" by 26'; 2 booms 5t., 2 Clarke Chapman electric winches 3t.

Hold No. 5. 10'4" by 25'; 2 booms 5t., 2 Clarke Chapman electric winches 3t.

Hold No. 6. 31'0" by 25'; 2 booms 5t., 2 Clarke Chapman electric winches 3t.

Hold No. 7. 31'0" by 25'; 2 booms 5t., 2 AEG electric winches 2.5t.

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The hatchways are provided with iron covers. All the booms are operated from derrick posts. The derrick posts between holds Nos. 1 and 2, and between holds Nos. 6 and 7 are joined at the top with grating (kratownica) and extended to form masts for navigating lights.

Dimensions of hatchways on the lower deck

Hold No. 1 24'9" by 20'

Hold No. 2 30'2" by 27'

Hold No. 3 25'10" by 27'

Hold No. 4 10'4" by 27'

Hold No. 5 two watertight hatchways to deep tanks 10'4" by 11'5"

Hold No. 6 31'0" by 27'

Hold No. 7 33'7" by 25'

The hatchways are covered with wooden hatch-boards. The deck is not watertight. On this deck there are 15 steel chambers for leading elevator pipes into the lower holds.

22. Accommodations and store-rooms: Under the foredeck two store-rooms for the boatswain, one above the other. Anchor chamber. Forepeak. Between holds Nos. 1 and 2, a small superstructure containing a store-room. The bridge superstructure covers the whole width of the ship with two corridors as fore and aft passages. The superstructure comprises: wheelhouse; charthouse; captain's accommodation; radio station; owner's stateroom; 6 two-berth passenger cabins; officers' smoking room; radio operator's cabin; restaurant with pantry; three cabins for navigating officers; steward's cabin; sick bay. These are all above the main deck. The accommodations in the 'tween-decks include single cabins for carpenter, cook, boatswain and their mess; 2 two-berth cabins for four boys; a cabin for the second cook and second steward; and their mess. There is a sufficient number of bathrooms and water closets for the above. In addition on the 'tween-decks there is a three-chamber food refrigerator with a compartment for a compressor pump.

23. Superstructure around the engine shaft: On the main deck there are seven cabins for engineer officers, and an electrician's cabin. An electric cooker forward. On the 'tween-decks there are three two-berth cabins for six motormen; 3 four-berth cabins for 12 seamen; seamen's mess; motormen's mess. A sufficient number of water closets and wash-stands. Total accommodation: 12 passengers and 40 crew members. The poop superstructure behind hold No. 7 is a store-room. The spare propellor is above it.

24. [redacted] 25X1

25. Lifeboats: Four, two on each board of the engine superstructure, accommodating 76 persons on the port side, 78 on starboard. Gravitational davits.

26. Propulsion: Main engine: steam-driven Burmeister (Kincaid License) 4-stroke 6-cylinder engine of 3,300 B.H.P., obtainable at 110 rev/min; diameter of cylinder 740 mm; stroke 1,500 mm. The blower driven by the main engine is

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[redacted]

joined for suction effect. Salt-water-cooled cylinder jackets. Oil-cooled pistons. The engine drives two twin pumps; one for cooling cylinders, the other for pistons. Maximum speed in favorable conditions, 11 knots. Michell's thrust bearing. In the tunnel, an ordinary shaft bearing for the propeller shaft. Two Allen 5-cylinder engines of 185 B.H.P., cylinder diameter 300 mm and stroke, 500 mm. 125 kw.220v. D.C. generator. Two barrel boilers; two with fire boxes. The starboard boiler is fired with exhaust gas from the main engine; the others with crude oil.

27. Boiler Gear: Two 1-cylinder feed pumps; steam condenser; circulating pump driven by 1-cylinder small steam engine; hot-water tank with float governor; evaporator; air blower driven by a small steam engine; gears for firing with crude oil; one 125 kw. steam-driven current generator accommodated in the wheelhouse; two compressor pumps [redacted] driven by 1-cylinder steam engines. 25X1

28. Ballast Pump: 2-cylinder steam-driven standing pump.

29. Pump for Lubricating Oil: 2-cylinder steam-driven standing pump.

30. Two vertical electric pumps for salt water for the engine, for general use and fire-extinguishing [redacted] 25X1

31. Two small vertical electric pumps for salt and fresh water; oil-cooling plant; one air bottle; two small air bottles for auxiliary engines. Two centrifuges (centrifugal separators), one for crude oil, the other for lubricating oil. Electric fuel feed pump. One electric oil pump. Lathe, grinder and drilling machine. Store, and four fuel drums (two for crude oil for main engine and two for boilers).

32. The engine is dirty and neglected. There is a general lack of proper maintenance. The first and second engineers were discharged immediately upon arrival of the ship. The new first engineer knew nothing about the ship, fuel consumption, etc; moreover, in view of the condition of the boilers, for all practical purposes fit for scrap, and the engine working without a blower, any particulars about consumption, etc. would only have been misleading.

[redacted]

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